CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

INITIAL STUDY/ ENVIRONMENTAL CHECKLIST

PROJECT: 210 MEIGS ROAD, 216 MEIGS ROAD AND 290 LIGHTHOUSE ROAD

~~MST2007~~MST2006-00476

SCH# 2008091095

~~September 4, 2008~~Revised December 12, 2008

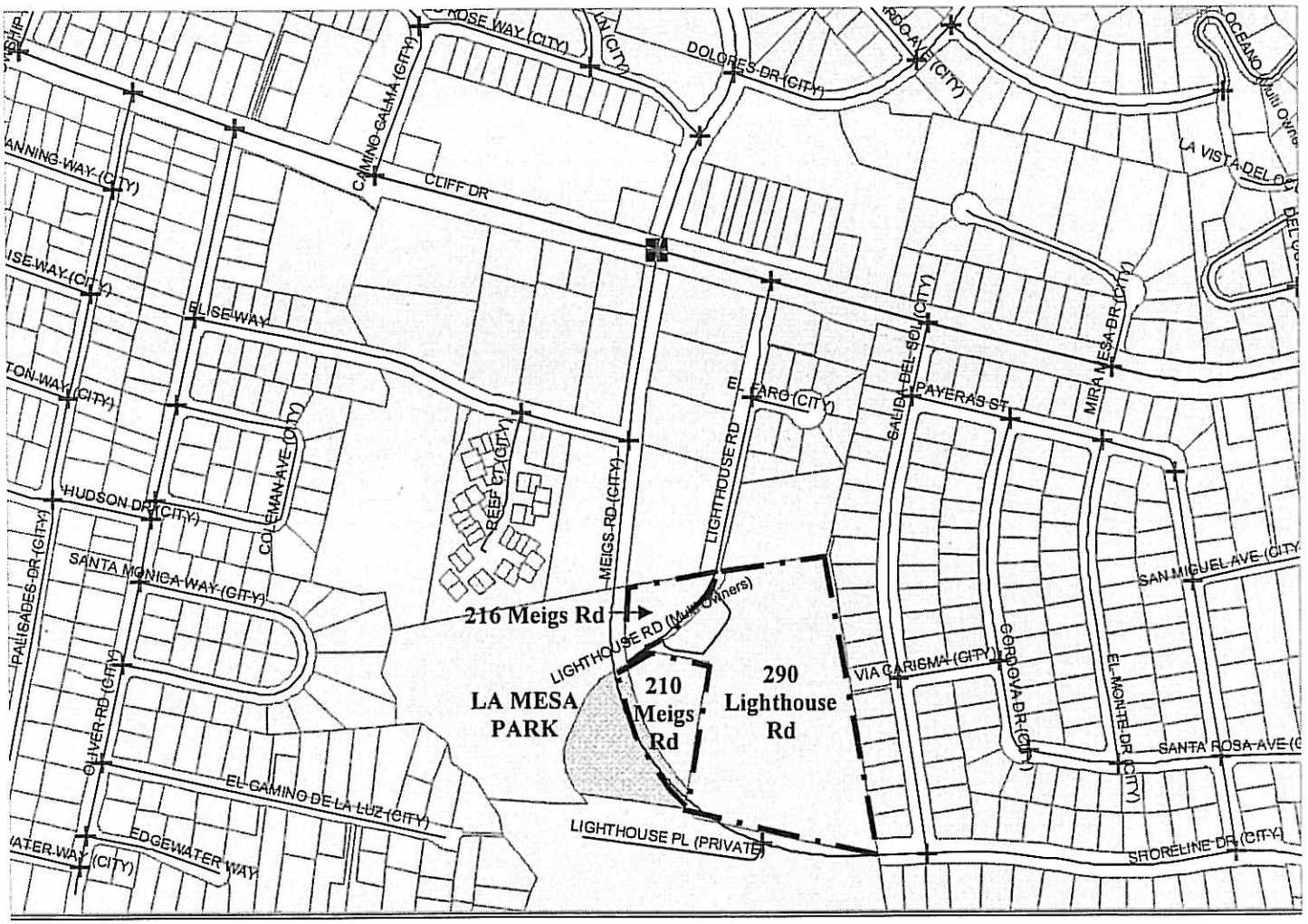
This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

APPLICANT/ PROPERTY OWNER

Applicant: Leslie Hui, Tynan Group

Owners: Mike Stevens and Santa Barbara School District

PROJECT ADDRESS/LOCATION



Vicinity Map

The complete project site consists of three parcels located at the southerly terminus of Lighthouse Road and bounded to the west and south by Meigs Road. One of the parcels (290 Lighthouse Road) contains Washington School and is 361,835 gross square feet (8.31 acres). One of the parcels (216 Meigs Road) is a 38,018 gross square foot lot (0.87 acre) that is currently vacant and used for overflow school parking. The third parcel (210 Meigs Road) is a 53,484 gross square foot lot (1.23 acres) that is currently vacant. All parcels are located within the City's East Mesa neighborhood.

PROJECT DESCRIPTION (See *Exhibit A-Project Plans*)

Project Components: The project consists of a lot merger between 216 Meigs Road and 290 Lighthouse Road, and a lot line adjustment between this newly merged lot and 210 Meigs Road. This would result in two lots, identified as Adjusted Parcel 1 and Adjusted Parcel 2. Adjusted Parcel 1 is then proposed to be subdivided into 5 single-family residential lots ranging in size from 7,849 to 10,842 square feet. The new residential lots would be served by a new public street with access off of Meigs Road. Approximately 859 cubic yards of grading is anticipated in order to construct the new public street for the subdivision. Appropriate public improvements, including sidewalk, parkway and utilities, and required retaining walls would also be constructed as part of the project. Construction of the single-family residences is not currently proposed, but would be subject to the provisions of the City's Zoning Ordinance, which requires minimum development standards and sets a maximum floor to lot area ratio (FAR). Given the size of the lots proposed, maximum home size would be limited to approximately 3,162 to 3,855 net square feet. Approximately ~~40~~ 45 existing trees (primarily 4 to 24 inches in diameter at breast height), primarily eucalyptus, are proposed for removal as part of the project. The project also requires a reconfiguration of the Washington School parking lot (under separate permit) on Adjusted Parcel 2. The reconfiguration would change the layout of the parking lot and increase the number of formal parking spaces from 25 to 65; however, it would eliminate an informal parking area (at 216 Meigs Road) that can accommodate approximately 65 vehicles.

In order to allow the proposed single-family subdivision and future development, a General Plan and Local Coastal Plan Map amendment is required to change the land use designation from Major Public and Institutional to Residential, 5 units per acre for Adjusted Parcel 1, and a Zoning Map Amendment from PR/S-D-3 (Park and Recreation/Coastal Overlay Zone) to E-3/S-D-3 (One-Family Residence/Coastal Overlay Zone) is required for the existing area of 216 Meigs Road.

A Coastal Development Permit (CDP) is required for the reconfiguration of the school parking lot. A CDP application for this portion of the project has not yet been submitted to the City.

Site Information - EXISTING

EXISTING	216 MEIGS	290 LIGHTHOUSE	210 MEIGS
Property Owner	Santa Barbara School District		Stevens
Parcel Number	045-110-013	045-110-009	045-110-011
General Plan	Major Public and Institutional	Major Public and Institutional	Major Public and Institutional
Zoning	PR/S-D-3	E-3/S-D-3	E-3/S-D-3
Use	Vacant (overflow parking area for School)	Washington School	Vacant
Lot Area	**0.87 acre (gross)**	**8.31 acres (gross)**	**1.23 acres (gross)**

Site Information - PROPOSED

PROPOSED	Adjusted Parcel 1 (Approx. Area of Original 216 MEIGS)	Adjusted Parcel 2 (Approx. Area of Original 290 LIGHTHOUSE And 210 MEIGS)	
Property Owner	Stevens	Santa Barbara School District	
General Plan	Residential – 5 units per acre	Major Public and Institutional	
Zoning	E-3/S-D-3	E-3/S-D-3	
Use	5-lot single-family subdivision	Washington School	Vacant/parking area (Washington School)
Lot Area	**1.51 acres (gross) / 1.3 acres (net)**	**8.9 acres (gross)**	

Demolition/Construction: The project construction period essentially includes three components, which would be conditioned to occur in the following order: 1) the school parking lot, 2) the subdivision public improvements, and 3) individual construction of the five single-family residences. The applicant estimates that the parking lot reconfiguration (Phase 1) would require ten to twelve weeks to complete from the commencement of demolition to final striping and landscaping. Project staging would occur on-site. Construction parking would be provided on site. The applicant estimates that subdivision improvements (Phase 2) would require twelve weeks to complete from the commencement of tree removal and grubbing to sidewalk and site wall installation. Project staging would occur on-site. Construction parking would be provided on site. Individual home construction (Phase 3) would be highly variable both in terms of duration and commencement. For the purposes of environmental review, estimates of six months to one year are used for construction duration on the individual homes, and it is assumed that construction on all homes would occur concurrently, and would begin immediately following completion of the subdivision improvements. These assumptions were made as a reasonable worst-case scenario under CEQA. In coordination with Washington School, the applicant has proposed construction limitations and regulations to ensure that short-term construction noise impacts are minimized.

Required Discretionary Actions for the Subdivision:

1. A Zoning Map Amendment to rezone APN 045-110-013 from PR/S-D-3 to E-3/S-D-3 (SBMC, §28.92.020);
2. A General Plan Map Amendment to change the General Plan Land Use Map for the reconfigured parcel (Adjusted Parcel 1) from Major Public and Institutional to Residential, 5 units per acre (SBMC §28.07);
3. A Local Coastal Plan Amendment to amend the General Plan Land Use Map, as outlined above, in the Coastal Zone (SBMC §28.44.250);

~~4.A Lot Merger between APN 045-110-009 and 045-110-013;~~

~~5.~~4. A Lot Line Adjustment (LLA) between the merged APNs 045-110-009 and -013, and APN 045-110-011 (SBMC §27.40);

~~6.~~5. A Tentative Subdivision Map (TSM) to allow the division of one parcel (Adjusted Parcel 1) into five lots (SBMC Chapter 27.07), contingent upon City Council approval of the Rezone, General Plan and Local Coastal Plan Map Amendments and Coastal Commission approval of the Local Coastal Plan Amendment; and

~~7.~~6. A Coastal Development Permit to allow development in the non-appealable jurisdiction of the Coastal Zone (SBMC §28.44.060), contingent upon City Council approval of the Rezone, General Plan Map Amendment and Coastal Commission approval of the Local Coastal Plan Amendment.

Required Discretionary Actions for the School Parking Lot Reconfiguration:

1. A Coastal Development Permit to allow development in the non-appealable jurisdiction of the Coastal Zone (SBMC §28.44.060).

ENVIRONMENTAL SETTING

Existing Site Characteristics

Topography: The site has an average of an eight (8) percent slope, sloping to the south toward Meigs Road.

Seismic/Geologic Conditions: According to the Master Environmental Assessment (MEA) Map, the project site is located in an area of the "low damage level to one to three story structures." The site is not located in an area of known or mapped faults, but would be subject to ground shaking due to earthquakes on nearby faults. The City Master Environmental Assessment (MEA) indicates that the project site is located in an area of "Minimal Liquefaction Potential." Additionally, the site is not in an area subject to erosion.

Flooding/Fire Hazard: The project site is not located within a flood hazard or High Fire Hazard area of the City.

Creeks/Drainage: The closest creek to the project site (Lighthouse Creek) is located across Meigs Road and traverses La Mesa Park. Drainage on the project site sheet flows southeasterly across the property onto Meigs Road. The drainage on Meigs Road surface flows in an existing curb and gutter, continues southeasterly into an existing drop inlet and is then conveyed in a 24-inch concrete pipe that eventually outlets at the beach on the south side of Meigs Road.

Biological Resources: The project site is located in an urban setting surrounded by Washington Elementary School and a neighborhood of single and multiple family residences, and commercial development. La Mesa Park is across the street to the west. Existing vegetation of the site consists of common ornamental, non-native shrubs and trees. Vegetation at 210 Meigs Road consists primarily of common ornamental shrubs (Pyrancantha, Myoporum) and trees (Acacia, California Pepper, Eucalyptus). Ground cover consists of non-native grasses (Bromus, Avena) and common weeds (mustard, radish, and thistle). Vegetation at 216 Meigs Road is minimal and consists of a few coral, oak, acacia and eucalyptus trees. Landscaping at the existing 290 Lighthouse Road consists primarily of turf and ornamental trees, and would not be impacted by the proposed development. There are no sensitive, endangered, rare or threatened species known to occur on the site.

Archaeological Resources: The site is not within any of the City's cultural sensitivity zones.

Noise: According to the Master Environmental Assessment Map, the project site is located in an area within the less than 60 decibel (dB(A) Ldn) noise contour for average ambient noise levels.

Existing Land Use

Existing Facilities and Uses:

A portion of the project site is currently vacant (210 and 216 Meigs Road), while a portion (290 Lighthouse Road) is developed with Washington Elementary School. 216 Meigs Road ~~is paved and~~ is currently used as informal overflow parking for Washington Elementary School.

Access and Parking:

Access to the subject lots is currently taken from Lighthouse Road. There are 25 existing parking spaces on the 290 Lighthouse Road property, and it is estimated that the 216 Meigs Road site can accommodate approximately 65 vehicles. There are no parking spaces at the existing 210 Meigs Road parcel.

PROPERTY CHARACTERISTICS

EXISTING	216 MEIGS	290 LIGHTHOUSE	210 MEIGS
Assessor's Parcel Number	045-110-013	045-110-009	045-110-011
General Plan Designation	Major Public and Institutional	Major Public and Institutional	Major Public and Institutional
Zoning	PR/S-D-3	E-3/S-D-3	E-3/S-D-3
Parcel Size	0.87 acre (gross)	8.31 acres (gross)	1.23 acres (gross)
Existing Land Use	Vacant (overflow parking area for School)	Washington School	Vacant
Slope	**8.9%**	**5.9%**	**7.7%**
SURROUNDING LAND USES			
North	Residential, Church, Commercial		
South	Meigs Road/Shoreline Drive, Coast Guard property		
East	Single-Family Residential		
West	Meigs Road, La Mesa Park		

PLANS AND POLICY DISCUSSION

(CEQA Guidelines 15063, Contents of Initial Study specifies inclusion of "An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls.)

Land Use and Zoning Designations:

The subject lots are in the East Mesa Neighborhood as described in the Land Use Element of the General Plan. This area is described as mostly having a density classification of five dwelling units per acre, which is consistent with an E-3 single-family zoning classification. The discussion in the General Plan of both the East and West Mesa neighborhoods is that, despite the predominant single-family development, there has been in the past pressure for rezoning to allow multi-family developments along Cliff Drive. The General Plan shows an area around the Mesa Shopping Center at a density classification of twelve dwelling units to the acre. Most of this area is now zoned R-2 and is developed with garden apartments, duplexes and condominiums. The subject site is located southeast of the intersection of Cliff Drive and Meigs Road where the Mesa Shopping Center is located.

All three parcels (210 Meigs Road, 216 Meigs Road and 290 Lighthouse Road) have a land use designation (General Plan and Local Coastal Plan) of Major Public and Institutional, which is an appropriate designation for school and park uses. Land use designations north of the site are Residential (12 units per acre to the northwest and 5 units per acre to the northeast) and Commercial beyond to the north (along the Cliff Drive corridor). Refer to ***Exhibit C*** for a visual depiction of the existing land use designations. The project would require a General Plan Amendment from Major Public/Institutional to Residential – 5 units per acre for the portion of the site proposed for single-family development (Adjusted Parcel 1).

The 210 Meigs Road and 290 Lighthouse Road parcels are currently zoned E-3 (One-Family Residence) with a coastal zone overlay (S-D-3). This zoning designation allows for the development of one single family residence on a minimum lot size of 7,500 square feet. It appears the original intent of the E-3 zoning for 210 Meigs Road was to match the other E-3 zoned properties that are common in the East Mesa neighborhood, although many of the lots in the immediate neighborhood are nonconforming to lot sizes, resulting in a relatively dense residential neighborhood. The parcel identified as 216 Meigs Road is currently zoned PR (Park and Recreation), with a coastal zone overlay (S-D-3). This parcel was originally part of the larger La Mesa Park property, hence the PR zoning designation. The parcel was declared excess land by the City Council in April 1987 and was approved for sale by City residents on November 4, 1987 (Measure "O"). In 1991, the parcel was sold to the Santa Barbara School District (City Council Ordinance 4672). The area north of

216 Meigs Road is zoned R-2 (Two Family Residence), which allows for medium density (approximate maximum of 12 units per acre) residential development of one and two-family dwellings. E-3 zoning surrounds 216 Meigs Road to the east and south. Refer to ***Exhibit D*** for a visual depiction of the existing zoning designations. The project would require a Zoning Map Amendment for 261 Meigs Road to change the zoning from PR/S-D-3 to E-3/S-D-3.

Land Use Compatibility

Residential use for the proposed Adjusted Parcel 1 would be a consistent and compatible use with the surrounding neighborhood – adjacent residential development, the school, the park, and the commercial/retail center. Following the proposed land swap between the School District and Stevens, the proposed Adjusted Parcel 1 would be surrounded by public institutional uses (elementary school) to the south and east, park use to the west and multi-family residential use to the immediate north with single-family residential uses and commercial uses beyond. The proposed density of development (five units per acre) and the proposed zoning designation of E-3/S-D-3 would be compatible with existing residential development in the area.

The E-3 residential zone requires that one and two story structures observe a six foot interior yard setback. The eastern and southern property lines of Adjusted Parcel 1 would be shared with Washington School property. Therefore proposed Lots 3, 4 and 5 would be adjacent to school property, and would abut the reconfigured school parking lot. A new six-foot tall wall is proposed to separate the new residential lots from the school property. No landscape plans have been submitted because each new residential lot would be privately developed.

There can be inherent incompatibilities between residential and elementary school uses. Many of these issues were brought up by the Washington School Foundation as part of a prior development proposal on the 210 Meigs Road site, which consisted of the development of ten condominium units, two of which were affordable to middle-income homebuyers, with access via Meigs Road. The units were two or three-bedrooms and ranged in size from 1,080 to 2,409 square feet. That project is currently on appeal to the City Council, but is on hold pending the outcome of the subject proposal (refer to MST2002-00710). Some of the concerns raised as part of that project include residents complaining about noise and activity at the school site, as well as school concerns about privacy and safety for the children. Similar concerns have been raised for the proposed subdivision on Adjusted Parcel 1 because Washington School is located immediately east of the proposed subdivision. ~~While these issues do not constitute significant environmental impacts, they are~~These land use compatibility issues ~~and~~ can potentially affect livability of the residential units and use of the school property, due primarily to noise, view and traffic impacts. ~~Recommendations are included in the Aesthetics portion of this Initial Study to further reduce potentially adverse land use compatibility impacts.~~ Mitigation measures, proposed by the project applicant, are included as recommended mitigation measures within the Noise section to minimize potential land use compatibility impacts (both short-term and long-term) that can be addressed through specific design criteria. As a condition of approval for the proposed subdivision, the private CC&Rs will include disclosure of school activities, after school activities, and future school expansion projects. Future construction of the single-family residential units does not require a coastal development permit; however it would be subject to the City's Neighborhood Preservation Ordinance, ~~which would likely~~ and a mitigation measure has been recommended to require design review of the new residences by the Single Family Design Board. Improvements at the school are subject to review and approval by the City of Santa Barbara because the school is located in the coastal zone. New construction requires a Coastal Development Permit with the provision of required setbacks. This includes construction of the reconfigured parking lot necessitated as part of the subject project. The school also intends to construct a library and replace the portable classrooms when funding becomes available (not a part of this project).

Local Coastal Plan:

The project must be found consistent with the City's Local Coastal Plan (LCP) because the site is located in the coastal zone. The Local Coastal Plan Map designation for the site is Major Public and Institutional. The proposed designation is Residential-5 units per acre. The project is located in Component Two of the LCP. The LCP acknowledges that this area is almost entirely developed with single-family residences with a few areas of multiple family residential located primarily around the commercial center at the intersection of Cliff Drive and Meigs Road. The proposed LCP Map Amendment and future development of the Adjusted Parcel 1 site with five single-family residences would be consistent with the LCP description of the area and the surrounding land uses, as described above (refer to Land Use and Zoning Designation section).

The following Local Coastal Plan Policies are applicable to the project:

Policy 3.2 – New development shall provide adequate off-street parking. The project provides code-compliant parking and a parking demand study has been prepared to ensure that the school provides adequate parking to meet its demand.

Policy 5.3 – New development adjacent to existing residential neighborhoods must be compatible in terms of scale, size and design with the prevailing character of the established neighborhood. New development shall not overburden public circulation or on-street parking resources of existing residential neighborhoods. As discussed in the Initial Study (Section 1 - Aesthetics), the five proposed residential units would likely be subject to review by the City's Single-Family Design Review Board (SFDB) unless they are exempt based on the criteria identified in Section 22.69.020 of the Municipal Code. The SFDB reviews projects based on the Neighborhood Preservation Ordinance, which requires findings that the proposed development is consistent with the scenic character of the City and is compatible with the neighborhood.

Policy 5.6 – To the maximum extent feasible, provisions for low- and moderate-income housing in all new residential developments shall be provided. The City's Inclusionary Housing Ordinance (IHO) addresses the provision of middle-income and upper-middle-income residences. Currently, this Ordinance is only applicable to residential developments of more than ten units. As such, the proposed five-lot subdivision is not subject to the Inclusionary Housing requirements. The City Council has initiated discussions about possible amendments to the City's IHO, which may include lowering the thresholds for certain projects so that it would apply to projects with fewer than ten units. City Council is expected to decide on the IHO amendments in the foreseeable future. At this time, it is unclear if or how the proposed five-lot subdivision would be affected. The City does not currently have an ordinance that requires low- or moderate-income housing, and given the small size of the proposed development, it is unlikely that it would be subject to such a requirement due to economic factors.

Policy 9.1 – The existing views to, from and along the ocean and scenic coastal areas shall be protected, preserved and enhanced. The project site is visible from La Mesa Park and Meigs Road. Development of the future single-family residences would be limited to a height of 30 feet. Visual impacts of the project were determined to be less than significant. Additionally, mitigation measures have been recommended related to the subdivision layout and tree planting to ensure that development is appropriate to the site.

Policy 9.3 – All new development shall provide underground utilities. The proposed development will be conditioned to provide underground utilities, consistent with City requirements.

The proposed density of development (five units per acre) and the proposed zoning designation of E-3/S-D-3 would be compatible with existing residential development in the area. Based on the discussion provided above, the proposed project is potentially consistent with the Local Coastal Plan.

General Plan Policies:

The following is a discussion of the project's potential consistency with the various elements of the General Plan.

1. Land Use Element

Subject to approval of the requested land use amendment (refer to policy discussion above), the project site (Adjusted Parcel 1), would have a General Plan designation of "Residential – 5 units per acre." The proposed project would result in a density of five units per net acre and is potentially consistent with the Land Use Element of the General Plan. The school site (Adjusted Parcel 2) would remain as an elementary school, consistent with its Major Public and Institutional land use designation.

2. Housing Element

The Housing Element encourages construction of a wide range of housing types to meet the needs of various household types. The proposed project would result in the provision of five new single-family residential units. Therefore, the proposed project is potentially consistent with this goal of the Housing Element.

Housing Element Policy 3.3 requires new development to be compatible with the prevailing character of the neighborhood. The neighborhood surrounding the proposed project site is comprised of a multi-family residential development, commercial development and single-family residential development, including both one- and two-story structures. Future development of the five new single family lots would likely include two-story residences. Size and design of these residences would be subject to review by the City's Single Family Design Board (SFDB), in compliance

with the neighborhood Preservation Ordinance. Additionally, a mitigation measure has been recommended to require each of the new single-family residences to be reviewed by the SFDB, even if they would otherwise have been exempt, to ensure compatibility between the new residential use and the existing school use. Therefore, proposed new development would be potentially consistent with this policy of the Housing Element.

3. Conservation Element

City Conservation Element policies provide that significant environmental resources of the City be preserved and protected. The Conservation Element requires implementation of resource protection measures for archaeological, historic and architectural resources; protection and enhancement of visual, biological and open space resources; protection of specimen and street trees; maintenance of air and water quality; and minimization of potential drainage, erosion and flooding hazards. The Conservation Element recognizes that while full implementation of the policies would be the most desirable, there are often competing demands for preservation, enhancement, development and conservation.

With respect to cultural resources, Conservation Element policies speak to the preservation and protection of archaeological, historic, or architectural resources. The project site is not located within any of the City's cultural sensitivity zones. No historic resources exist on the site and no architectural resources would be impacted by the proposed project; therefore the project is potentially consistent with the historic resources aspect of the cultural resources section of the Conservation Element.

The project includes the removal of approximately 45 trees. The Conservation Element addresses tree protection from a visual resource impact as well as a biological resource impact. There are no specimen or skyline trees on the project site. The proposed subdivision of Adjusted Parcel 1 has been revised from the original proposal in order to minimize removal of trees, consistent with Visual Resource Implementation Strategy 4.1. Nevertheless, the removal of trees from the site will result in a visual change from what exists currently. Mitigation requiring replacement of trees has been included; however the appropriate ratio will be determined by the Single Family Design Board, based on species and size. Visual impacts were determined to be less than significant; therefore, the project is potentially consistent with the visual resources aspects of the Conservation Element.

Biological and open space resources would not be affected by the proposed development. The site does not contain any biological resources and would not impact the existing open space areas around it (including La Mesa Park and the beaches to the south). Several trees are proposed to be removed as part of the residential subdivision. These trees are not part of an environmentally sensitive area, and, with the mitigation measures proposed would not significantly impact any sensitive species.

4. Seismic Safety/Safety Element

The City's Seismic Safety/Safety Element requires that development be sited, designed and maintained to protect life, property, and public well-being from seismic and other geologic hazards, and to reduce or avoid adverse economic, social, and environmental impacts caused by hazardous geologic conditions. The Seismic Safety/Safety Element addresses a number of potential hazards including, geology, seismicity, flooding, liquefaction, tsunamis, high groundwater, and erosion. The project site is subject to a number of geologic and environmental constraints. As discussed in this Initial Study analysis, potential impacts associated with these hazards would be adequately addressed by adhering to the California building Code and recommendations of a geotechnical engineer to ensure seismic and geologic stability. Therefore, the proposed project may be found potentially consistent with the Seismic Safety/Safety Element policies relative to potential hazards.

5. Noise Element

The City's Noise Element includes policies intended to achieve and maintain a noise environment that is compatible with the variety of human activities and land uses in the City. The proposed residential development would not generate a substantial increase in existing ambient noise levels in the area and would not locate new residential use in an area where existing noise levels would impact future residents. Short-term construction noise is minimized through implementation of standard mitigation measures. As such, the proposed project may be found potentially consistent with the applicable policies and guidelines of the Noise Element.

6. Circulation Element

The Circulation Element of the General Plan contains goals and implementing measures to reduce adverse impacts to the City's street system and parking by reducing reliance on the automobile, encouraging alternative forms of transportation, reviewing traffic impact standards, and applying land use and planning strategies that support the City's mobility goals.

The project proposes access off of Meigs Road in the approximate area of the existing boundary between 210 and 216 Meigs Road. In order to access the property from Meigs Road, the project would be conditioned to include roadway improvements along Meigs Road to ensure proper sight visibility from the project site. Please refer to discussion in Section 11 of this study for additional detail. As discussed in this Initial Study analysis, potential traffic and parking related impacts can be mitigated to a less than significant level. Additionally, the project will include public improvements to the pedestrian facilities abutting the site frontage and at the crosswalk at Meigs Road/Elise Way. Therefore, the project may be found potentially consistent with the Circulation Element policies relative to traffic and circulation.

The proposed project is potentially consistent with all applicable policies and development standards of the City's General Plan, Local Coastal Plan and Zoning Ordinance, subject to approval of the proposed General Plan, Local Coastal Plan, and Zoning Map Amendments. Additional analysis of the project's consistency with the City's General Plan Elements, Zoning Ordinance, and policies may be provided in the Planning Commission Staff Report for the project, with a final determination of consistency to be made by the Commission and City Council.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A ~~draft~~ Mitigation Monitoring and Reporting Program has been prepared for the project in compliance with Public Resources Code §21081.6. The ~~draft~~ MMRP is attached ~~here~~ as ***Exhibit B***.

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Significant: Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

Potentially Significant, Mitigable: Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

Less Than Significant: Impacts that are not substantial or significant.

1. AESTHETICS Could the project:		NO	YES *Level of Significance*
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Less Than Significant
b)	Have a demonstrable negative aesthetic effect in that it is inconsistent with Single Family Design Board, Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Less Than Significant
c)	Create light or glare?		Less Than Significant

Visual Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is focused on views from public (as opposed to private) viewpoints. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Visual Aesthetics – Existing Conditions and Project Impacts

1.a) Scenic Views

The project site is not located along a scenic highway or roadway eligible for designation as a scenic highway. The site is located on Meigs Road, and is east of La Mesa Park. Major public views from La Mesa Park would be directed to the south and southwest toward the ocean. The view from the park toward the portion of the site proposed for residential development is obscured by the existing vegetation along the 210 Meigs Road property frontage. Public views toward the north and the project site are considered somewhat degraded due to the surrounding urban setting. The proposed project would include landscaping and architecture that would be designed to be consistent with design guidelines and standards

of the Single Family Design Board (SFDB) that take into consideration scenic view compatibility. For these reasons, project impacts related to public scenic views are considered *less than significant.*

1.b) On-Site Aesthetics

Currently, the project site is predominantly vegetated with a mature stand of eucalyptus trees, Washington Elementary School and a paved parking lot. The project proposes to remove some of the existing mature vegetation to make way for the residential development. From a visual, aesthetic perspective, the project would result in a visual change as viewed from the public street and La Mesa Park due to the removal of the trees. The project received one concept review at the Single Family Design Board (SFDB), receiving overall positive aesthetic comments on the proposed subdivision design. The SFDB made design comments on the proposed wall, and asked the applicant to restudy proposed tree removal, giving consideration to retaining as many trees as possible, including the Eucalyptus, and to provide a landscape plan for the public areas of the project (***Exhibit E - SFDB Minutes***). The project would return to the SFDB to receive preliminary and final approval for the subdivision grading plan. Construction of the new residences would be subject to review by the SFDB if it meets any of the criteria identified in Section 22.69.020 of the Municipal Code. However, it is recommended that each of the new residences obtain design approval from the SFDB to ensure that any potential land use compatibility issues such as noise are addressed (refer to discussion under the heading *Land Use Compatibility*, as well as discussion in the Noise sectino of the Initial Study). Project impacts related to aesthetics would be *less than significant.*

Concerns have been raised with regard to the design of the future residences relative to potential conflicts with the operation of Washington School, which is located to the east of the proposed subdivision. The concerns are mainly related to land use compatibility issues; however, many of those concerns can be minimized through design of the structures, landscaping and the layout of the subdivision. Therefore, ~~D~~design recommendations have been made to address potential conflicts related to noise, privacy and views. While the recommended design features ~~are not based on any significant environmental impact, they do~~ address livability and land use compatibility issues between the school and the future residents of the subdivision, they are not based on a significant environmental impact under the City's adopted thresholds (refer to recommended mitigation measures in the Noise section of the Initial Study, as well as discussion under the heading *Land Use Compatibility)*. As such, these design components have been included as recommended mitigation measures to further reduce potentially adverse land use compatibility impacts.

1.c) Lighting

Because the portion of the site proposed for development is currently undeveloped, there is no light or glare generated from the existing condition, other than light from cars using the area as informal parking during the evening. There are no street lights along the property frontage. La Mesa Park across Meigs Road from the project site closes at dusk and therefore does not have any lighting in the parking lot. Washington Elementary School does not have parking lot lighting, but does have standard exterior lighting on the outside of the buildings. There is condominium development to the north of the site that generates minor amounts of light in the project area. The proposed subdivision's outdoor lighting would be required to be in compliance with the City's Outdoor Lighting Ordinance, subject to review and approval of the SFDB and therefore would be considered to result in a *less than significant* impact in creating light or glare from the project site.

Visual Aesthetics – Recommended Mitigation

~~A-1 **Design Components of Future Residences.** The following design components shall be considered in the future design of the single-family residences to be built on Adjusted Parcel 1: 1) Appropriate walls and landscaping shall provide a clear physical and visual separation between the future housing and the existing school use. 2) Decks, porches, balconies and large windows facing the school facilities and outdoor play areas shall be limited to the extent feasible. 3) Windows and other ventilation features shall be oriented away from the school to the extent feasible. Where windows or other ventilation features are proposed on the sides of structures facing the school, they should be placed so as to minimize visibility into the school and conveyance of noise (i.e. clerestory windows). 4) Consideration should be given to development of the two lots fronting on Meigs Road (Lots 1 and 5), such that their development does not preclude development of Lots 2, 3 and 4 from taking advantage of views toward the southwest. The intent is to encourage views to the west and southwest, rather than views to the east and south (toward the school).~~

~~A-2 **Subdivision Layout.** The two lots fronting on Meigs Road shall be at a lower elevation than the remaining lots so as to allow for the remaining lots to take advantage of views to the southwest. This will potentially reduce~~

~~conflicts between the school and residential uses because residents will not be looking directly at the school property. Prior to building permit issuance, proposed project grading and landform alteration, structural design, landscaping, and lighting shall be subject to preliminary and final review and approval by the Single Family Design Board (SFDB) for consistency with design guidelines for views, visual aesthetics and compatibility, and lighting. The SFDB shall give attention to privacy and an adequate landscape buffer along the east property line.~~

[Please note that original mitigation measures A-1 and A-2 have been revised and moved into the Noise Section of the Initial Study]

A-1 **Design Review by the Single Family Design Board Required.** Any new residence constructed on one of the lots created by the proposed subdivision shall be subject to the review and approval of the Single-Family Design Board (SFDB).

A-2 **Subdivision Design Review by the Single Family Design Board Required.** The subdivision grading plan, including but not limited to any landform alterations, public improvements, required street lighting, and landscaping, shall be subject to the review and approval of the Single-Family Design Board (SFDB) prior to recordation of the Map.

BIO-6 **Tree Planting.** Plant trees in zones designated on the site plan and install drip irrigation. Initially this may be along the eastern property line between Washington School and the new development. Other specific locations to the north, south and west should not be determined until approval of individual homes, to minimize or avoid view conflicts. A qualified arborist should supervise tree selection from the nursery, placement of trees, planting and irrigation specifications. Seacoast appropriate trees are recommended (such as Monterey Cypress, Torrey Pine or Coastal Redwood). Consideration should be given to potential views when locating new trees to avoid future topping or inappropriate pruning of the trees. Final tree species, quantity and size determinations shall be approved by the Single Family Design Board.

Visual Aesthetics - Residual Impacts

Less than significant visual aesthetics impacts would be further reduced by implementation of Mitigation Measures A-1, A-2 and BIO-6.

2. AIR QUALITY Could the project:		NO	YES *Level of Significance*
a)	Conflict with or obstruct implementation of the applicable air quality plan?		Less Than Significant
b)	Exceed any City air quality emission threshold? Long-term		Less Than Significant
	Short-term		Potentially Significant, Mitigable
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard?		Less Than Significant
d)	Expose sensitive receptors to substantial pollutants?		Potentially Significant, Mitigable
e)	Create objectionable odors affecting a substantial number of people?		Less Than Significant

Air Quality - Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust and industrial or other stationary sources that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic compounds [ROG] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM_{10} and $PM_{2.5}$) include demolition, grading, road dust and vehicle exhaust, as well as agricultural tilling and mineral quarries.

Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality emissions. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. Stationary sources of air emission are of particular concern to sensitive receptors, as is construction dust and particulate matter.

Long-Term (Operational) Impact Guidelines: A project may create a significant air quality impact by:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly or sick people to substantial pollutant exposure.
- Creating nuisance odors inconsistent with APCD regulations.
- Emitting (from all project sources, both stationary and mobile) more than 240 pounds per day for ROG and NO_x, and 80 pounds per day for PM_{10};
- Emitting more than 25 pounds per day of ROG or NO_x from motor vehicle trips only;
- Contributing more than 800 peak hour trips to an individual intersection (CO);
- Causing a violation of any California or National Ambient Air Quality Standard (except ozone);
- Exceeding the APCD health risks public notification thresholds adopted by the APCD Board; and
- Being inconsistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines: A project would have a significant impact if combined emissions from all construction equipment exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period.

Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM_{10} and $PM_{2.5}$). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan (CAP) growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Setting: The City of Santa Barbara is part of the South Central Coast Air Basin (SCCAB). The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

The SCAB is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. The SCAB does not meet the state standard for particulate matter less than ten microns in diameter (PM_{10}). There is not yet enough data to determine SCAB attainment status for either the federal standard for particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) or the state $PM_{2.5}$ standard, although SCAB will likely be in attainment of the federal 2.5 standard.

Air Quality – Existing Conditions and Project Impacts

2.a) Clean Air Plan

Direct and indirect emissions associated with the project are accounted for in the 2007 CAP emissions growth assumptions. Appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project could be found consistent with the 2007 Clean Air Plan; therefore impacts would be *less than significant*.

2.b) Air Pollutant Emissions

Long-Term (Operational) Emissions:

Long-term project emissions primarily stem from motor vehicles associated with the project and from stationary sources that may require permits from the APCD. Examples of stationary emission sources include gas stations, auto body shops, diesel generators, dry cleaners, oil and gas production and processing facilities, and water treatment facilities. Other stationary sources such as small wineries, residential heating and cooling equipment, wood burning stoves and fireplaces, or other individual appliances do not require permits from the APCD and are known as "area sources". The proposed project does not contain any stationary sources that require permits from APCD. The portion of the project that would have increased long-term air pollutant emissions is the residential subdivision. The other aspects of the project, such as the school use, would not change relative to long-term air quality impacts. Utilizing the URBEMIS 9.2.4 computer model, it is estimated that the residential subdivision would generate 0.78 pounds per day of ROG, 0.62 pounds per day of NO_x and 0.60 pounds per day of PM_{10} (refer to ***Exhibit P***). Long-term emissions resulting from the residential subdivision would be substantially below significance thresholds adopted by the SBAPCD and the City of Santa Barbara. Therefore, the proposed project would have a *less than significant* impact on the environment related to long-term air quality.

Short-Term (Construction) Emissions:

The project would involve grading (more than 850 cubic yards), paving, and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM_{10}). Dust-related impacts are considered *potentially significant, but mitigable* with the application of standard dust control mitigation measures.

Construction equipment would also emit NO_x and ROG. However, in order for NO_x and ROG emissions from construction equipment to be considered a significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period. Utilizing the URBEMIS 9.2.4 computer model, it is estimated that the proposed project will generate 1.05 tons per year of NO_x and 0.27 tons per year of ROG during construction. Therefore, the proposed project is anticipated to have a *less than significant* effect on the environment related to short-term emissions impacts.

Cumulative Impacts:

Global Climate Change (GCC) is a change in the average weather of the earth that can be measured by changes in wind patterns, storms, precipitation and temperature. GCC is generally thought to be caused by increased emission of greenhouse gases (GHG) because these gases trap heat in the atmosphere. Common GHG include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, ozone and aerosols. Natural processes and human activities emit GHG and help to regulate the earth's temperature; however, it is believed that substantial emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest contributor in the world), with transportation and electricity generation representing the two largest contributing factors (41 and 22 percent, respectively).

The carbon dioxide (CO_2) equivalent is a consistent methodology for comparing GHG emissions. Area source and operational emission estimates for the project's CO_2 emissions were calculated using the URBEMIS 9.2.4 computer model (refer to ***Exhibit P***), and are as follows:

CO_2 Emissions	Proposed (lbs/day)	Existing (lbs/day)	Net Increase (lbs/day)
TOTAL	397.09	N/A	**397.09**

The net increase in CO_2 emissions is anticipated to be 397.09 pounds per day.

As the project will result in increased vehicle trips, it will contribute, on a cumulative level, to the generation of GHG emissions. Because no significance thresholds or regulatory guidance currently exists for the generation of GHG emissions, impact determination would be overly speculative at this time. The City has adopted ordinances and guidelines in an effort to reduce the energy consumption of new construction. These measures to require more "green" construction serve to reduce GHG emissions from new and some refurbished development. Also, the City is in the process of preparing revisions to its General Plan. During the analysis of the impacts of the new plan, additional guidance on how to deal with GHG emissions is anticipated.

2.c) Cumulative Emissions

Since project impacts do not exceed any adopted significance thresholds and the project is consistent with the CAP, cumulative project emissions impacts would be *less than significant.*

2.d) Sensitive Receptors

The proposed five-lot residential subdivision would generate approximately five new peak hour trips, which is substantially less than the 800 new peak hour vehicle trip threshold and therefore would be unlikely to generate dangerous concentrations of carbon monoxide at any location. Additionally, the project does not include stationary sources. However, sensitive receptors located on the school site could be affected by fugitive dust and diesel particulates matter (diesel PM) from construction equipment and vehicle exhaust during project site grading (both for the subdivision improvements and reconfiguration of the school parking, and, to a lesser extent, from construction of the individual homes). Particulate emissions from diesel exhaust are classified as carcinogenic by the State of California. Impacts associated with nuisance dust and ~~particulates~~ diesel PM are considered *potentially significant, mitigable* through application of ~~dust control~~ the identified mitigation measures.

2.e) Odors

The project is limited to residential uses and the existing school use, and would not include land uses involving odors or smoke. Due to the nature of the proposed residential land use and limited size of the project, project impacts related to odors are considered *less than significant*.

Air Quality – Required Mitigation

AQ-1 **Construction Dust Control – Minimize Disturbed Area/Speed.** Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

AQ-2 **Construction Dust Control - Watering.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-3 **Construction Dust Control – Tarping.** Trucks transporting fill material to and from the site shall be covered from the point of origin.

AQ-4 **Construction Dust Control – Gravel Pads.** Gravel pads shall be installed at all access points to prevent tracking of mud on to public roads.

AQ-5 **Construction Dust Control – Stockpiling.** If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

AQ-6 **Construction Dust Control – Disturbed Area Treatment.** After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:

A. Seeding and watering until grass cover is grown;

B. Spreading soil binders;

C. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;

D. Other methods approved in advance by the Air Pollution Control District.

AQ-7 **Construction Dust Control – Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-8 **Construction Dust Control – PEC.** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District ~~prior to land use clearance for map recordation and land use clearance for finish grading for the structure~~ upon request.

N-2 **Construction Activities Limitation.** Grading and related activities associated with development of the new school parking lot and tract improvements for the subdivision shall take place during the school's summer break (unless mutually agreed upon by developer and School District). To ensure that grading activities are completed prior to the beginning of the school year, some preparatory activities may be implemented outside of the summer break period. If grading activities or other excessively loud construction activities will take place while school is in session (for tract improvements or later development of homes), temporary sound walls or other methods of reducing exposure of the school site to excessive noise levels shall be incorporated (as determined necessary

based on input from the School District).

~~**Air Quality – Recommended Mitigation**~~

The following shall be adhered to during project grading and construction to reduce NOx and PM2.5 emissions from construction equipment:

~~AQ-9 **Exhaust Emissions.** Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible.~~

AQ-9 **Portable Construction Equipment.** All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.

AQ-10 **Fleet Owners.** Fleet owners are subject to sections 2449, 2449.2, and 2449.3 in Title 13, Article 4.8, Chapter 9, of the California Code of regulations (CCR) to reduce diesel particulate matter (and criteria pollutant emissions from in-use off-road diesel-fueled vehicles. See http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

AQ-~~10~~11 **Engine Size.** The engine size of construction equipment shall be the minimum practical size.

AQ-~~11~~12 **Equipment Numbers.** The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

AQ-~~12~~13 **Equipment maintenance.** All ~~C~~construction equipment shall be maintained in tune per ~~to meet~~ the manufacturer's specifications.

~~AQ-13 **Engine Timing.** Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.~~

AQ-14 **Catalytic Converters.** Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

AQ-15 **Diesel Construction Equipment.** Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

AQ-~~15~~16 **Engine Timing and Diesel Catalytic Converters.** Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.

AQ-~~16~~17 **Diesel Replacements.** Diesel powered equipment shall be replaced by electric equipment whenever feasible.

AQ-~~17~~18 **Idling Limitation.** Idling of heavy-duty diesel trucks during loading and unloading shall be ~~limited to five minutes~~ prohibited; electric auxiliary power units shall be used whenever possible.

Air Quality - Residual Impacts

Implementation of Mitigation Measures AQ-1 through AQ-8 and N-2 would reduce impacts related to dust generation during construction to a less than significant level. ~~Less than significant construction traffic and e~~Equipment emissions impacts would be further reduced by implementation of Mitigation Measures AQ-9 through AQ-18~~17~~.

3. BIOLOGICAL RESOURCES Could the project result in impacts to:		NO	YES *Level of Significance*
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?		Potentially Significant, Mitigable
b)	Locally designated historic, Landmark or specimen trees?	X	
c)	Natural communities (e.g. oak woodland, coastal habitat, etc.).		Potentially Significant, Mitigable
d)	Wetland habitat (e.g. marsh, riparian, and vernal pool)?	X	
e)	Wildlife dispersal or migration corridors?		Potentially Significant, Mitigable

Biological Resources - Discussion

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

Biological Resources – Existing Conditions and Project Impacts

3.a,c,e) Native Wildlife and Habitat

The project site is surrounded by both residential and commercial development. The parcels owned by the School District (290 Lighthouse Road and 216 Meigs Road) are developed sites and do not contain significant wildlife or habitat. Site conditions and impact analysis relative to biological resources at the 210 Meigs Road site were evaluated in letters prepared by Rachel Tierney Consulting, dated June 3, 2005, September 13, 2004, and July 25, 2001 (see ***Exhibit F***). Vegetation within this disturbed site (210 Meigs Road) consists of common ornamental shrubs (*Pyracantha, Myoporum)* and trees (*Acacia,* California Pepper, and *Eucalyptus)* and a Coast Live Oak tree. Ground cover consists of non-native grasses (*Bromus* and *Avena)* and common weeds (mustard, radish, and thistle). No listed or proposed rare or otherwise sensitive species were noted on-site, nor are any expected based on the existing conditions and local records. According to the biologist, the removal of the eucalyptus trees would not result in a significant biological resources impact because no sensitive, endangered, rare or threatened species are known to use or be established at the subject site. The biological quality of the eucalyptus grove at this site is low because the thicket is small and open, with little understory or native plants established nearby. Although the trees provide roosting habitat for raptors (birds of prey), their use as a nesting site at this location is extremely limited due to the location and size of the thicket. Raptors are protected by laws and regulations administered by the US Department of Fish and Wildlife Service and the Department of Fish and Game. Tree

removal or raptor nest disturbance would result in a *potentially significant, mitigable* impact on the raptors. To ensure that the raptors and other migratory birds are not harmed, construction and/or tree removal would begin before or after the breeding season (February 1st and August 15th). If tree removal or grading must be started during that time, a survey to locate active raptor nests should be conducted. If found, construction and tree removal could begin, but extend no closer than 200 feet from the nest, until fledglings leave. Removal of the eucalyptus trees would not cause a significant impact to migrating monarch butterflies because they have not been documented at the subject property and the likelihood of the butterflies using the eucalyptus trees as a transitory site during winter migration would be very minor.

A Tree Assessment and Protection Plan (***Exhibits G and H***) was prepared for the portion of the project site proposed for residential development (Adjusted Parcel 1). The area of Adjusted Parcel 1 contains approximately 51 trees (mostly eucalyptus, along with several other non-natives and some oaks), as well as numerous clusters of rapidly reproducing eucalyptus saplings. Most of the trees were deemed healthy, although many have structural defects. Approximately ~~30~~34 trees (mostly eucalyptus, as well as an Australian willow, a Bailey acacia, a Black acacia, two coral and an oak) will be removed for the proposed residential project. Approximately 10 additional trees (eucalyptus, acacia and pepper) will be removed for the reconstructed parking lot for Washington School. According to the Arborists' report, no trees of high value will be removed. The oak tree proposed for removal is a small sapling (DBH = 4") that is described by the arborist as two small shoots that have been topped. An adjacent group of oak trees (six trees) is identified to remain and requires protection during construction. The arborist report concludes that although tree removal is proposed, the ultimate result will be enhancement of the trees to remain. Impacts resulting from the removal of trees are considered *potentially significant, mitigable* with implementation of mitigation measures ~~(protection and maintenance)~~ to ensure protection of trees to be retained and planting of new replacement trees.

3.b) Specimen Trees

There are no specimen trees located on the project site; therefore, *no significant impacts* on specimen trees are anticipated. See discussion under Native Wildlife and Habitat above for a discussion of other trees on the site.

3.d) Wetland Habitat

There is no wetland habitat identified on the project site; therefore, *no significant impact* on wetland habitat is anticipated.

Biological Resources – Required Mitigation

BIO -1 Raptor Seasonal Restriction. ~~Construction, grading, and/or tree removal shall begin before or after the raptor breeding season (February 1st through August 15th).~~If construction, grading or tree removal is to be conducted during raptor breeding season (February 1 – August 15), a biologist shall conduct a survey of the site to locate active raptor nests. ~~a survey by a biologist to locate active raptor nests shall be conducted. If active nests are found,~~ No construction, grading, or ~~and~~ tree removal ~~may be conducted, but~~ shall ~~not~~ occur within a circle around any active nest with a radius of 200 feet measured horizontally on the ground with a point directly below the active raptor nest as the center, until fledglings leave. If no active nests are found, the construction, tree removal, or grading restrictions specified in this section shall not apply.

BIO -2 Tree Protection Fencing. Prior to any ground disturbances, install temporary chain link fencing, as designated on the site plan to establish tree protection zones (TPZs). These TPZs shall be as indicated on the site map and discussed in the tree inventory. After grading for the new ~~main~~ driveway on Lot 5, fences should be relocated to position "B" (as shown in the Tree Assessment and Protection Plan prepared by Bill Spiewak and dated August 21, 2007) to protect trees on Lot 5. Fences must be maintained in upright positions throughout the duration of the project, and possibly through installation of landscaping, subject to a determination by the project arborist. No activity (including parking vehicles, storing equipment/materials/soils, etc.) shall occur within the TPZs. Utilities shall not run through the TPZs. If utilities must run into Lot 5 directly from the ~~main driveway~~ new public street, then utility trenches should be located in the center of the Lot 5 driveway.

BIO-3 Monitoring By Arborist. The project arborist shall monitor activities on the site throughout the duration of the project. Monitoring shall be more frequent during fencing installation, excavation and grading, and less frequent as the project progresses, provided fences remain upright and tree protection zones are not violated.

BIO-4 Irrigation of Retained Trees. Retained trees shall be irrigated monthly within tree protection zones to moisten soil 6-12 inches below the ground. Irrigation may not be necessary from November through March provided

rainfall levels are normal.

BIO-5 Tree Maintenance. Removal of trees shall not damage those trees to be retained. In some cases, stumps may not be removed if adjacent root systems are close by and at risk. Pruning shall be performed or supervised by a qualified Certified Arborist. The project arborist shall review the goals with workers prior to commencement of any tree pruning. Tree workers shall be knowledgeable of ANSI A300 Pruning Standards and ISA Best Management Practices for Tree Pruning. Crown cleaning and crown thinning shall be done as recommended in the Tree Assessment and Protection Plan prepared by Bill Spiewak and dated August 21, 2007, as amended December 6, 2007. Young eucalyptus shoots surrounding the significant trees to be protected shall be retained where possible to complement the grove. Due to the rustic characteristics of this species, care should be used during pruning that acknowledges this feature.

BIO-6 Tree Planting. Plant trees in zones designated on the site plan and install drip irrigation. Initially this may be along the eastern property line between Washington School and the new development. Other specific locations to the north, south and west should not be determined until approval of individual homes, to minimize or avoid view conflicts. A qualified arborist should supervise tree selection from the nursery, placement of trees, planting and irrigation specifications. Seacoast appropriate trees are recommended (such as Monterey Cypress, Torrey Pine or Coastal Redwood). Consideration should be given to potential views when locating new trees to avoid future topping or inappropriate pruning of the trees. Final tree species, quantity and size determinations shall be approved by the Single Family Design Board. However, the oak sapling removed for construction of the subdivision improvements shall be replaced at a three to one (3:1) ratio, at a minimum five (5) gallon size, from South Coastal Santa Barbara County Stock.

Biological Resources - Residual Impacts

Implementation of the required mitigation measures would mitigate potential biological resources impacts related to loss of trees to a less than significant level. Implementation of mitigation measure BIO-7 would further reduce the less than significant impact associated with removal of the existing oak sapling.

4. CULTURAL RESOURCES Could the project:		NO	YES *Level of Significance*
a)	Disturb archaeological resources?		Less Than Significant
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?	X	
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	X	

Cultural Resources - Discussion

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

4.a) Archaeological Resources

The City Master Environmental Assessment (MEA) *Cultural Resources Sensitivity Map* identifies that the project site is not located within any of the cultural sensitivity zones. Project impacts to archaeological resources are therefore, *less than significant.* However, as with any ground disturbing activity, there is the remote possibility of encountering unknown buried deposits. For this reason contractors and construction personnel should be alerted to the possibility of encountering archaeological resources within the project parcel. If archaeological resources are encountered, work in the area of the find should be halted and a professional archaeologist consulted.

4.b) Historic Resources

The site proposed for development is vacant and no known historic resources are known to exist on the site. Additionally, no historic resources are known to exist on adjacent or nearby properties. Therefore, *no impact* to a historic resource is anticipated.

4.c) Ethnic/Religious Resources

There is no evidence that the site involves any ethnic or religious use or importance. The project would have *no impact* on historic, ethnic or religious resources.

Cultural Resources – Recommended Mitigation

CR-1 Unanticipated Archaeological Resources Contractor Notification. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and an archaeologist from the most current City Qualified Archaeologists List shall be retained by the applicant. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

Cultural Resources – Residual Impacts

Project specific impacts would be less than significant and further reduced by the recommended mitigation measure.

5. GEOPHYSICAL CONDITIONS Could the project result in or expose people to:		*NO*	*YES* *Level of Significance*
a)	Seismicity: fault rupture?	X	
b)	Seismicity: ground shaking or liquefaction?		Less Than Significant
c)	Seismicity: seiche or tsunami?	X	
d)	Landslides or mudslides?		Less Than Significant
e)	Subsidence of the land?		Potentially Significant, Mitigable
f)	Expansive soils?		Potentially Significant, Mitigable
g)	Excessive grading or permanent changes in the topography?		Less Than Significant

Geophysical Conditions - Discussion

Issues: Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated soil looses shear strength during earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

Geophysical Conditions – Existing Conditions and Project Impacts

5.a-c) Seismic Hazards

Fault Rupture: The site is located in an area of low damage level for residential structures of one and two stories based on the City's Master Environmental Assessment (MEA) Seismic Hazard Map. Because fault rupture is unlikely and no fulats are located on the site, there would be *no impact* related to fault rupture.

Ground Shaking and Liquefaction: The project site is located in a seismically active area of southern California (Seismic Zone 4 per 2001 California Building Code (CBC), Chapter 16, Figure 16-2). Significant ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project. Generally, ground shaking is considered a potentially significant impact; however, structural requirements for the project required by the California Building Code (CBC) would ensure these impacts are *less than significant.* Additionally, the City Master Environmental Assessment (MEA) indicates that the project site is located in an area of "low damage level to one to three story structures." The City Master Environmental Assessment (MEA) indicates that the project site is located in an area of "Minimal Liquefaction Potential." A Preliminary Foundation Investigation prepared for the 210 Meigs Road site by Pacific Materials Laboratory (dated April 8, 2004), indicates that the potential for liquefaction is considered very low. Future development would be required to comply with building code requirements that would minimize potential hazards associated with ground shaking. Therefore, impacts from ground shaking or liquefaction would be *less than significant*.

Seiche or Tsunami: Based on the City's Master Environmental Assessment map, the project site is not located in an area

subject to seiche or tsunami. Therefore, there would be *no impact* related to seismic hazards such as seiche or tsunami.

5.d-f) Geologic or Soil Instability

Landslides: The project sites are relatively flat, with an average slope of approximately 6% toward the southwest. The area proposed for residential development (Adjusted Parcel 1) would have a slope of 6.7%. Due to the gentle slope and soil conditions, the site preparation and construction of the project would not be expected to result in the potential for a landslide. Therefore, project impacts related to landslides are *less than significant*.

Subsidence/Expansive Soils: The Preliminary Foundation Investigation prepared for 210 Meigs Road by Pacific Materials Laboratory (April 2004) analyzed borings taken from the site that found the soil to be loose and compressible when subjected to increased moisture content, encountered firm soil at depths ranging from 3-6 feet, and a very low potential for expansion. The areas proposed for development (Adjusted Parcel 1 and new parking lot) include or are adjacent to the existing 210 Meigs Road site. Therefore soil types are anticipated to be very similar to those found in the Preliminary Foundation Investigation prepared for 210 Meigs Road. Based on the preliminary investigations, the project impacts related to subsidence and expansive soils would be *potentially significant, mitigable.*

5.g) Topography; Grading/ Erosion

Topographic Changes: The project is not located in a hillside area and has an average slope of approximately 6%. The existing site topography would not need to be substantially altered to construct the project. Therefore project impacts related to topography are *less than significant.*

Grading/ Erosion: The project proposes approximately 859 cubic yards of grading (cut and fill) for construction of the proposed public street. Additionally, the project would require future grading and recompaction for construction of the residences and the reconfigured parking lot for the school. The grading would not substantially alter the existing topography. Project impacts related to grading and erosion are considered *less than significant.*

Geophysical Conditions – Required Mitigation

G-1 **Geotechnical Recommendations.** A Soils Engineering Report shall be prepared to address site preparation and project construction related to soil conditions. Compliance shall be demonstrated on plans submitted for grading and building permits.

Geophysical Conditions – Residual Impacts

Implementation of the site preparation and structural design measures identified in a Soils Engineering Report would mitigate potential geologic hazards associated with soil conditions to less than significant levels.

6. HAZARDS	Could the project involve:	NO	YES *Level of Significance*
a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		Less Than Significant
b)	The creation of any health hazard or potential health hazards?		Less Than Significant
c)	Exposure of people to existing sources of potential health hazards?		Less Than Significant
d)	Increased fire hazard in areas with flammable brush, grass, or trees?		Less Than Significant

Hazards - Discussion

Issues: Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard

Hazards – Existing Conditions and Project Impacts

6.a,b,c) Public Health and Safety

Hazardous Materials Exposure

The project site is not on any lists for known contaminated soils, groundwater, or hazardous materials use. The Department of Oil and Gas map located at the Building Division of the City indicates that there are no known oil wells on the project site. Because there are no hazardous materials known on the project site, the project impact relative to hazardous materials exposure would be *less than significant.*

The project site is not on a list for known contaminated sites. No known historic use of the site resulted in any release of hazardous wastes/substances; however, standard conditions of approval would be in place to address hazardous substances encountered during construction activities. No additional mitigation measures are necessary.

The applicant could use pesticides during construction and would be required to comply with existing laws, regulations and manufacturers handling instructions. This use would not cause a significant impact on the environment.

The proposed residential units are not anticipated to create any new hazards. Hazardous materials usage by the residents of the new units would likely be limited to the storage and use of relatively small quantities of materials such as paint, oils, cleaners, and landscape maintenance materials. Any usage of hazardous materials would be subject to all applicable State and local requirements for management and disposals of such materials. Impacts related to hazardous materials would be *less than significant.*

6.d) Fire Hazard

The project site is not located in a designated high fire hazard area of the City. The nearest City Fire Station is located at 1802 Cliff Drive, less than ~~a~~ ½ mile from the project site, with estimated emergency response time to the site of less than one minute. Staff from the Fire Department reviewed the proposed project plans and has confirmed that adequate fire access is provided. The project would be subject to Fire Code requirements regarding access, project structural design and materials, water pressure, vegetation management, and suppression facilities, all of which would be verified through the building permit process. Project impacts related to fire hazard would be *less than significant*.

Hazards - Mitigation

No mitigation required.

7. NOISE Could the project result in:		NO	YES *Level of Significance*
a) Increases in existing noise levels?	Long-Term		Less than Significant
	Short-Term		Less Than Significant
b) Exposure of people to severe noise levels?	Long-Term		Less than Significant
	Short-Term		Less Than Significant

Noise - Discussion

Issues: Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and

exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment, amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Impact Evaluation Guidelines: A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
  - Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
  - Schools: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7.a-b) Increased Noise Level; Exposure to High Noise Levels

Long-Term Operational Noise:

The proposed project is not anticipated to have significant long-term noise impacts because the proposed residential use is not in an area where residents would be exposed to high noise levels (ambient noise levels for the site are less than 60 dB(A) Ldn per the City's Master Environmental Assessment Map). As standard construction practices are considered to reduce noise levels by 15 dB(A), it is anticipated that interior areas of the residential units would meet the 45 dB(A) Ldn standard. Additionally, the proposed residential use is not anticipated to generate significant noise that would impact existing surrounding uses. Project impacts related to noise exposure are considered *less than significant.*

However, the site of proposed development (Adjusted Parcel 1), immediately adjacent to Washington Elementary School, would be subjected to intermittent periods of noise (such as bells, children, PA announcements, etc.) due to the types of activities that would be expected to occur at an elementary school. Therefore, construction and design techniques are recommended in order to minimize potential nuisance noise for the residents of the development.

~~Temporary~~ Short-Term Construction Noise:

Noise during construction is generally intermittent and sporadic and, after completion of initial grading and site clearing activities, tends to be quieter. However, given the location of the school (which is designated as a sensitive receptor) adjacent to the site of proposed construction, ~~N~~noise generated during project grading activities ~~would result in a~~ could cause short-term ~~adverse construction~~ impacts on ~~to~~ sensitive receptors ~~in the area, including the school~~. ~~The level of the adverse effect could be further reduced through limiting the hours of construction activities and use of equipment mufflers and barriers as needed.~~ In response to concerns raised during the draft MND review period, the applicant has incorporated into the project description noise attenuation measures including limiting the hours of construction activities and use of equipment mufflers and barriers. Based on inclusion of these measures, in combination with the relatively short construction period, ~~T~~temporary construction noise impacts are considered *less than significant*. The recommended mitigation measures below are proposed to ensure the applicants' compliance with their proposed noise attenuation measures throughout project construction. Additionally, ~~I~~implementation of standard short term construction related noise mitigations would further reduce any less than significant impacts to sensitive receptors in the area.

Noise – Recommended Mitigation

~~N-1 **Construction Techniques.** Design of the future single-family residences shall incorporate design and construction measures to minimize potential interior noise nuisance impacts from the adjacent school use.~~

~~N-2: **Exterior Residential Areas.** Usable residential exterior areas (patios, balconies, courtyards) shall be oriented~~

~~away from Washington School to the extent feasible.~~

N-~~3~~1: **Construction Notice.** At least 30 days prior to commencement of construction (public improvements, grading associated with the subdivision and future construction of individual residences), the contractor shall provide written notice to all property owners and building occupants within 450 feet of the project area that proposed construction activities could substantially affect outdoor or indoor living areas. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, a description of noise reduction measures and the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions and provide additional information or address problems that may arise associated with construction noise. A 24-hour construction hot line shall be provided. Any noise complaints received shall be documented, and as appropriate, construction activities shall be modified to the extent feasible to address such complaints. Informational signs with the PEC's name and telephone number shall also be posted at the site and shall be easily viewed from adjacent public areas.

N-2 **Construction Activities Limitation.** Grading and related activities associated with development of the new school parking lot and tract improvements for the subdivision shall take place during the school's summer break (unless mutually agreed upon by developer and School District). To ensure that grading activities are completed prior to the beginning of the school year, some preparatory activities may be implemented outside of the summer break period. If grading activities or other excessively loud construction activities will take place while school is in session (for tract improvements or later development of homes), temporary sound walls or other methods of reducing exposure of the school site to excessive noise levels shall be incorporated (as determined necessary based on input from the School District).

N-~~4~~3: **Construction Hours.** Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of ~~8:00 a.m. and 5:00 p.m~~ 7:00 a.m. and 7:00 p.m. and Saturdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). ~~*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday~~.

No noise-generating activities, including but not limited to, activities using heavy equipment, framing, sheathing, and roofing shall occur during any school-wide testing at Washington School. To the degree feasible, noisy construction activities shall be coordinated with Washington School.

Construction activities that do not generate noise may occur on holidays and ~~weekends~~ Sundays between the hours of 8:00 a.m. and 5:00 p.m.

Occasional night work may be approved for the hours between ~~5~~7 p.m. and ~~8~~7 a.m. weekdays by the Chief of Building and Zoning (per Section 9.13.015 of the Municipal Code). In the event of such night work approval, the applicant shall provide written notice to all property owners and occupants within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of night work. Night work shall not be permitted on weekends or holidays.

N-~~5~~4: **Construction Equipment Sound Control.** All construction equipment powered by internal combustion engines shall be properly muffled and maintained. No internal combustion engine shall be operated on the site without said muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. Unnecessary idling of internal combustion engines shall be prohibited.

N-~~6~~5: **Construction Equipment Sound Barrier.** Stationary construction equipment that generates noise that exceeds 50 dB(A) at the property boundaries shall be shielded with a barrier that meets a sound transmission class (STC) rating of 25.

N-~~7~~6: **Construction Noise Barrier.** Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters. Whenever feasible, electrical power shall be used to run air compressors and similar power tools.

N-7 **Subdivision Layout.** The two lots fronting on Meigs Road shall be at a lower elevation than the remaining lots so as to allow the remaining lots to take advantage of park and ocean views to the west and southwest over the structures on these two lots. This will potentially reduce conflicts between the school and residential uses by reducing exposure between residential and school related noises and activities. The tract grading plan shall be revised as described prior to Single Family Design Board review and approval, and prior to recordation of the Final Map to reflect lower elevations on these lots. An eight-foot tall wall shall be provided along the subdivision's common property line with the school and landscaping shall be proposed to provide a clear physical and visual separation between the future housing and the existing school use.

N-8 **Design Components of Future Residences.** The following design components shall be incorporated into the future development of new single family homes on all of the lots created on Adjusted Parcel 1 to minimize the potential for nuisance noise complaints between the school and residential uses:

1) Provision of an adequate, year-round landscape buffer between the new residence(s) and the existing school use.

2) The location and design of first floor decks, porches, patios, large windows, and similar features facing the school facilities and outdoor play areas shall consider the potential for exposure to noise associated with the adjacent elementary school.

3) On any floor above the first floor, decks, balconies, and similar features facing the school facilities shall be prohibited, unless the presence of an existing residential structure already fully obstructs the proposed deck, balcony or similar feature from the school.

4) All windows and ventilation features shall be oriented away from the school facilities and play areas, to the maximum extent feasible, to minimize noise exposure from school bells throughout the day, parking lot noise, and other activities associated with the school site as well as exposure of the school site to noise generated by the future residents. Where windows or other ventilation features are proposed on the sides of structures facing the school, they should be placed so as to minimize visibility into the school and conveyance of noise (i.e. clerestory windows).

5) Large windows on upper floors facing the school facilities and play areas are prohibited, unless windows are located a minimum of six feet in height above the associated floor level.

6) For each proposed house in the subdivision, an acoustical summary shall be submitted to the SFDB and to the Building & Safety Division with each building permit application for new residential development. An acoustical summary shall be submitted to the SFDB and along with each building permit application for new residential development. The summary shall identify the location of the following construction methods, which serve to minimize noise levels in indoor living areas in order to minimize the potential for exposure to noise from the adjacent school property and associated nuisance complaints. The following measures shall be incorporated into the development plans for the future residences:

a) Air conditioning or mechanical ventilation system installed so that exterior doors and windows may remain closed.

b) Exterior walls facing the school property shall have a minimum sound transmission class (STC) rating of 50.

c) Roof/ceiling assemblies shall have minimum STC rating of 50.

d) Outside intakes for the mechanical ventilation system shall not be oriented towards the school property and shall have one-inch thick acoustical lining and at least one elbow.

e) Fireplaces shall have glass doors and flue dampers.

7) Consideration should be given to development on the two lots fronting on Meigs Road (Lots 1 and 5), such that their development does not preclude development on Lots 2, 3 and 4 from taking advantage of views over these lots, toward the southwest. The intent is to encourage views to the west and southwest, rather than views to the east and south (toward the school).

Noise – Residual Impact

Implementation of mitigation measures N-~~1~~7 and N-~~2~~8 would further reduce less than significant long-term noise impacts to future residents of the subdivision. Implementation of mitigation measures N-~~3~~-1 through N-~~7~~6 would further reduce less than significant temporary construction impacts.

8. POPULATION AND HOUSING Could the project:		NO	YES Level of Significance
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less Than Significant
b)	Displace existing housing, especially affordable housing?	X	

Population and Housing - Discussion

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Existing Conditions and Project Impacts

8.a) Growth-Inducing Impacts

City utilities are already extended along the road frontage adjacent to the project site. The project would not involve a substantial increase in major public facilities such as extension of water or sewer lines or roads that would facilitate other growth in the area. The project would not involve substantial employment growth that would increase population and housing demand. Growth-inducing impacts would be *less than significant*.

8.b) Housing Displacement

The project would not involve any housing displacement because no housing is currently located on the site; therefore, *no impact* related to housing displacement would result from the project.

Population and Housing - Mitigation

No mitigation is required.

9. PUBLIC SERVICES Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:		NO	YES *Level of Significance*
a)	Fire protection?		Less Than Significant
b)	Police protection?		Less Than Significant
c)	Schools?		Less Than Significant
d)	Maintenance of public facilities, including roads?		Less Than Significant
e)	Other governmental services?		Less Than Significant
f)	Electrical power or natural gas?		Less Than Significant
g)	Water treatment or distribution facilities?		Less Than Significant
h)	Sewer or septic tanks?		Less Than Significant
i)	Water distribution/demand?		Less Than Significant
j)	Solid waste disposal?		Less Than Significant

Public Services - Discussion

Issues: This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Public Services – Existing Conditions and Project Impacts

9a,b,d-f. Facilities and Services

The project site is located in an urban area where all public services are available. In 2005, the City prepared a General Plan Update: 2030 Condition, Trends, and Issues Report (September 2005) that examined existing conditions associated with fire protection, police protection, library services, public facilities, governmental facilities, electrical power, and natural gas. The CTI Report specifically analyzed whether there were deficiencies existing or anticipated for each of the public services. The CTI report determined that police and fire protection services, and library services are being provided at acceptable levels to the City. In addition, the CTI Report determined that electricity, natural gas, telephone, and cable telecommunication services are being provided at acceptable service levels and utility companies did not identify any deficiencies in providing service in the future. Finally, the CTI Report determined that demand for City buildings and facilities will continue to be affected by growth, although no appropriate/acceptable levels of service have been established.

The project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access to existing roads. The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than that anticipated in the

CTI Report. The nearest City Fire Station is located at 1802 Cliff Drive, less than a half mile from the project site, with estimated emergency response time to the site of less than one minute. Therefore, impacts to fire protection, police protection, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be *less than significant.*

9.c) Schools

The project site is served by the Santa Barbara Elementary and High School District for elementary and high school. The project would provide an increase of 5 residential units, which could generate additional students. None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law. The project would not generate sufficient students to substantially impact school enrollment. School District Fees are also already required for new residential development to offset the cost to the school district of providing additional infrastructure to accommodate new students generated by the development. Therefore, project impacts to schools would be *less than significant*.

9.g,h,i) Water and Sewer

Water Distribution/Demand.

The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply, including the safety margin, is 18,200 AFY. The 2007 Water Supply Management Report documents an actual system demand of 14,963 AFY and a theoretical commitment of 16,170 AFY. Of the total system production, 94% was potable water and 6% was recycled water.

In 2005, the City prepared a General Plan Update: 2030 Condition, Trends, and Issues Report (September 2005) that examined existing conditions associated with water supply, treatment, and distribution system, and specifically analyzed and determined that there were no existing or anticipated deficiencies for the next 20-year planning period based on a growth rate of 0.7% per year.

The proposed subdivision on Adjusted Parcel 1 is estimated to demand 1.6 AFY of water (based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2) (see ***Exhibit I -Water and Sewer Calculation***), which would not significantly impact the City's water supply. Water use by existing development of the site (Washington School) is not anticipated to change.

The proposed project is within the anticipated growth rate for the City and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project. The potential increase in demand from the proposed project would constitute a *less than significant* impact to the City water supply and distribution facilities.

Sewer

The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day, with current average daily flow 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000. The proposed residential development's estimated net new sewer demand is 1,239 gallons per day or 1.39 AFY (see ***Exhibit I -Water and Sewer Calculation***). Sewer demand by the school would remain the same. Increased sewage treatment associated by the project can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a *less than significant* impact.

9.j) Solid Waste Generation/ Disposal

Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons per year]). Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable.

Proposed projects with a project specific impact as identified above (196 tons per year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons per year], which equates to 40 tons per year, is considered an adverse cumulative impact.

Long-Term (Operational). The proposed 5-lot subdivision of Adjusted Parcel 1 is estimated to generate 14.3 tons per year of solid waste as follows: 5 single family units x 3.01 persons per unit x 0.95 tons per year = 14.3 tons per year. With application of source reduction, reuse and recycling, landfill disposal of solid waste could be reduced by 50%, to 7.15 tons per year. Waste generation by the school is not anticipated to change as a result of this project. The net increase in project specific and cumulative impacts is considered *less than significant* because the waste generation would not exceed 40 tons per year.

The County of Santa Barbara is working on an update to their waste generation rates and thresholds; however it has not yet been adopted. The draft updated waste generation numbers reflect the increase in residential trash generation over the last decade. Under the updated residential generation rates, the net solid waste generation of the project would be approximately 22.54 tons per year. However, a numeric threshold of significance is not identified with the updated generation rates. Because all measures that could be feasibly applied to projects are currently required by state law and City ordinance, recycling programs are available and required throughout the City and the County has met and is exceeding its state mandated waste diversion requirements, operational solid waste generation from new discretionary development is considered to result in an adverse but less than significant solid waste impact on County operated facilities.

Short-Term (Demolition and Construction). The solid waste generation/disposal thresholds adopted by the City do not apply to short-term construction projects. However, new construction, especially remodeling and demolition, represents the greatest challenge to maintaining existing diversion rates. Construction-related waste generation would be short-term and *less than significant.* Application of recommended standard mitigation to reduce, re-use, and recycle construction waste to the extent feasible would minimize any adverse impacts.

Draft solid waste generation guidelines have been developed by the County of Santa Barbara; however, these numbers have not yet been adopted. Based on these draft guidelines, it is anticipated that the project would generate approximately 113 tons of waste for construction of five future residences (estimated using homes of 3,000 square feet each). Under the County's draft significance thresholds, any project that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact on solid waste generation. Therefore, under these draft thresholds of significance, the subject project would be considered to have a less than significant impact related to short-term solid waste generation.

Public Services - Mitigation

No mitigation required.

10. RECREATION Could the project:		NO	YES *Level of Significance*
a)	Increase the demand for neighborhood or regional parks or other recreational facilities?		Less Than Significant
b)	Affect existing parks or other public recreational facilities?		Less Than Significant

Recreation - Discussion

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

10.a) Recreational Demand

Currently within the City there are more than 1,800 acres of natural open space, park land and other recreational facilities. In addition, there are 28 tennis courts, 2 public outdoor swimming pools, beach volleyball courts, sport fields, lawn bowling greens, a golf course, 13 community buildings and a major skateboard facility. The City also offers a wide variety of recreational programs for people of all ages and abilities in sports, various classes, tennis, aquatics and cultural arts.

In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with recreation and parks. Population characteristics including income, age, population growth, education and ethnicity affect recreation interests and participation levels.

The National Recreation and Park Association (NRPA) has established park service area standards for various types of parks. The NRPA standards have not been adopted by the City; however, the standards do provide a useful tool for assessing park space needs. The CTI Report determined that, based on NRPA standards, there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood and community parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

The development of the proposed project with five new residences would create a small increase in the demand for park and recreational opportunities in the general area. As indicated above, the City of Santa Barbara has ample parkland, albeit unevenly distributed throughout the City, and adequate recreation facilities. The proposed project would introduce additional residents into the East Mesa neighborhood where the closest neighborhood park (intended to serve nearby residents) is La Mesa Park. This park is within the NRPA ¼ to ½-mile radius standard of the proposed project site. Residents of the proposed project would have access to this neighborhood park, as well as to other community, beach, regional, open space and sports facility parks, and all City recreation programs.

The minor increase in demand relative to recreational facilities would result in a *less than significant* impact to recreation because adequate recreation facilities are available to meet the anticipated increase in demand.

10.b) Existing Recreational Facilities

The project site (Adjusted Parcel 1) is adjacent to existing recreational facilities including La Mesa Park, Washington Elementary School, and Shoreline Park. Other nearby recreational areas include the Waterfront, the beaches and parks, Los Baños pool, etc. Given the number of existing recreational facilities and the slight increase in demand associated with

the proposed residential development, impacts to existing recreational facilities would be *less than significant*.

Recreation - Mitigation

No mitigation required.

11. TRANSPORTATION/CIRCULATION Could the project result in:		NO	YES *Level of Significance*
a) Increased vehicle trips?	Long-Term Short-Term		Less Than Significant Less Than Significant
b) Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?			Potentially Significant, Mitigable
c) Inadequate emergency access or access to nearby uses?			Potentially Significant, Mitigable
d) Insufficient parking capacity on-site or off-site?			Less Than Significant
e) Hazards or barriers for pedestrians or bicyclists?			Potentially Significant, Mitigable

Transportation - Discussion

Issues: Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

Traffic Thresholds of Significance: The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is greater than 0.77 V/C.

Project-Specific Significant Impact: A project-specific significant impact results when:

(a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or

(b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

(a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or

(b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

11.a) Traffic

Long-Term Traffic

According to City Transportation Planning Staff, all area intersections are operating at Levels of Service B (LOS 0.65). According to City Transportation Planning Staff, based on the Institute of Traffic Engineers (ITE) trip generation rate for single-family residences, the proposed residential development is expected to generate approximately 4 additional a.m. peak hour trips, 5 additional p.m. peak hour trips and 50 average daily trips. When these trips are added to the existing street network, they would not result in significant traffic impacts. Therefore, the project impacts relative to long term traffic impacts would be *less than significant.*

Short-Term Construction Traffic

Construction would occur in three distinct phases, occurring consecutively in this order: 1) school parking lot reconfiguration, 2) subdivision improvements, and 3) individual home construction. Each phase would require grading, construction, paving and landscaping. Phases 1 and 2 are anticipated to begin following final approvals of the projects. Phase 3 is more variable and would be dependent on the individual owners of the new residential lots. Construction of the five homes could occur concurrently or consecutively, but more likely would be a combination, resulting in a less intense construction period, but one that is stretched out over a longer period of time. For the purposes of this analysis, it is assumed that construction of the homes during Phase 3 occurs concurrently. The overall project construction process (assuming consecutive construction phases) is estimated to last approximately 76 weeks (19 months). School parking lot construction would begin in the summer and is estimated to last ten to twelve weeks. For the subdivision improvements, this would include site preparation and grading over approximately six weeks, and construction duration (utilities, paving, site walls, etc.) over approximately six weeks. Grading processes would involve approximately ten workers per day. Staging, equipment, materials storage, and temporary construction worker parking would occur on-site. Individual home construction would then commence, and is estimated to take approximately one year. Access to the new lots for construction would be via the new public road.

The project would generate construction-related traffic that would occur over the 19-month construction period and would vary depending on the stage of construction. Temporary construction traffic is generally considered an adverse but not significant impact. In this case, given traffic levels in the area and the duration and timing of the construction process, short-term construction-related traffic would be a *less than significant* impact. Standard, re commended mitigation measures would be applied as appropriate, including restrictions on the hours permitted for construction trips and approval of routes for construction traffic.

In the past, access concerns have been raised regarding construction traffic on Lighthouse Road, relative to safety issues for the school and the school's existing traffic circulation. During the early stages of site preparation and until adequate access is installed from Meigs Road, the applicant would use Lighthouse Road to access the site for construction. It is estimated that Lighthouse Road would be impacted for a period of approximately six weeks. Short-term impacts to

Lighthouse Road and adjacent uses, particularly Washington School, are considered a *less than significant* impact given the short duration of the impact. Mitigation measure T-4 recommends time restrictions on the use of Lighthouse Road for construction access to the site (Adjusted Parcel 1) to minimize potential adverse impacts to Washington School from traffic, circulation and safety issues.

11.b,c,e) Access/ Circulation/ Safety

Proposed access to the new residential subdivision would be provided via a new public street located off of Meigs Road, located across the street and approximately 40 feet north of the northernmost driveway entrance to la Mesa Park. The new public street would be approximately 25 feet wide and 140 feet long, ending in a cul-de-sac. Parking would be permitted on the south side of the street. Sidewalk and parkway would be provided on both sides of the street. Per City Transportation staff, the project would require restriping of Meigs Road as follows: 8-foot lanes for on-street parking, 7-foot bicycle lanes, 11-foot travel lanes and a 12-foot shared two-way left turn lane (including a turn pocket for left turns onto the new public street from southbound Meigs Road). A sidewalk and landscaped parkway would also be installed along the entire Meigs Road frontage of Adjusted Parcel 1.

A Sight Distance Analysis and Access Evaluation was prepared by Associated Transportation Engineers, dated December 19, 2007 (***Exhibit J***) to ensure that safe vehicular access to the subdivision could be provided without jeopardizing vehicular safety, bicycle safety, and fire access. The analysis concludes that 312 feet of sight distance would be required looking south from the new street, and sight distances provided to the north would be well over Caltrans' minimum 270 foot requirement. To the south, this would require a no parking zone along Meigs Road for at least 250 feet south of the new public street (an area which currently provides on-street parking), as well as ensuring that sight lines are not obstructed by street furniture, poles, but stops, etc. along this section of Meigs Road. To the north, this would require a no parking zone along Meigs for 30 feet north of the new public street. This analysis assumes that no landscaping or vegetation adjacent to the new street would extend above 3.5 feet in height. With the proposed public improvements (mitigation measure T-1), this *potentially significant, mitigable* impact related sight visibility would be reduced to a less than significant level.

In order to address potential safety issues for pedestrians, the project applicant proposes to install new sidewalk along Meigs Road and along the new public street. The proposed sidewalk would link up with the existing safe crosswalk that crosses Meigs Road at Elise Way. Improvements to the crosswalk at Elise Way were determined by City Transportation staff to be preferred over installation of a new crosswalk on Meigs Road in the vicinity of the new public street. An optimal circulation design is very important in this location considering the close proximity of the project to Washington Elementary School, La Mesa Park, and to the commercial hub of the Mesa. The project includes the appropriate public improvements to ensure safe pedestrian circulation, thus reducing this *potentially significant, mitigable* impact relative to access and safety to a less than significant level.

11.d) Parking

Existing Parking Supply and Parking Demand

The project site consists of three individual parcels, each with its own parking provisions and requirements. Washington Elementary School occupies 290 Lighthouse Road; the School currently provides 25 marked parking spaces for staff and visitors. Additional parking for the School is provided on 216 Meigs Road, which can accommodate approximately 65 vehicles. The Zoning Ordinance parking requirement for the school is 61 spaces, based on the current enrollment and number of staff. The 210 Meigs Road parcel currently provides no parking and has no parking demand, as it is a vacant parcel.

Project Parking Supply and Parking Demand

Future development of the five new residential lots will require compliance with the City's Zoning Ordinance requirements for parking for a single-family residence, which is two off-street parking spaces (SBMC §28.90.100.G.1). Two on-street parking spaces could be accommodated on the new public street. On-street parking is not considered a part of the City's parking supply. As such, there is no threshold for determining a significant impact related to the loss of on-street parking along Meigs Road resulting from the project. All uses surrounding the project site provide parking to satisfy their parking demand. Project impacts related to the subdivision's parking supply and demand are considered *less than significant.*

The parking lot reconfiguration for Washington School, required as part of the overall project, would result in a parking lot containing 65 parking spaces. A Parking Study was prepared for the school by Associated Transportation Engineers, dated April 14, 2008 (***Exhibit K***). The parking study concludes that the school has a peak overall parking demand of 64 vehicles. The parking study also analyzed parking demand during drop-off and pick-up times, and concludes that peak parking demand during these periods is 85 vehicles (not including the one to seven vehicles seen using the adjacent church parking lot during these times). The parking study concludes that the overall peak parking demand of 64 vehicles will be met with the 65 space parking lot. It is noted that the drop-off and pick-up periods are brief and are exacerbated because of congestion in the designated drop-off/pick-up area. Therefore, the parking study does not recommend providing additional parking on the site to accommodate the temporary peaks in parking associated with drop-off and pick-up of children at the school. The parking study does note that the reconfigured parking lot provides for a more efficient drop-off and pick-up area, and recommends that the school assign personnel to the drop-off/pick-up area during the peak periods to manage flows, which will also reduce parking demands. Project impacts related to school parking supply and demand are considered *less than significant.*

Transportation – Required Mitigation

T-1 **Meigs Road Improvements.** The applicant shall install roadway improvements along Meigs Road as part of the subdivision improvements in order to ensure proper sight visibility to allow safe vehicular movements at the new public street intersection. The improvements include a re-striping Meigs Road ~~per City Transportation Division requirements~~, installation of sidewalk and parkway along the project site frontage (Adjusted Parcel 1) and improvements to the crosswalk at Elise Way (including curb extensions into the parking areas on either side of Meigs Road), all per City Transportation Division requirements.

Transportation – Recommended Mitigation

T-2 **Construction Traffic.** The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer. Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., as well as consideration of peak school traffic hours) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.

T-3 **Construction Parking.** Construction parking and vehicle/equipment/materials storage shall be provided as follows:

A. During construction, free parking spaces for construction workers shall be provided on-site.

B. On-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited.

~~**Transportation – Recommended Mitigation**~~

T-4 **Temporary Construction Access.** Temporary construction access via Lighthouse Road shall only occur during non-peak drop-off and pick-up school hours. Access via Meigs Road shall be utilized as soon as it is available.

Transportation – Residual Impact

Implementation of required mitigation measures T-1 will reduce potentially significant access, circulation and safety impacts to a less than significant level. Mitigation measures T-2 through T-4 will further reduce less than significant impacts associated with short-term construction traffic.

12. WATER ENVIRONMENT		NO	YES
	Could the project result in:		*Level of Significance*
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Potentially Significant, Mitigable
b)	Exposure of people or property to water related hazards such as flooding?		Less Than Significant
c)	Discharge into surface waters?		Potentially Significant, Mitigable
d)	Change in the quantity, quality, direction or rate of flow of ground waters?		Potentially Significant, Mitigable
e)	Increased storm water drainage?		Potentially Significant, Mitigable

Water – Discussion

Issues: Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Water Resources – Existing Conditions and Project Impacts

12.a,c,d,e) Drainage, Runoff and Water Quality

Long-Term

The existing on-site drainage sheet flows southeasterly across the property, down an embankment, over an existing curb and gutter onto Meigs Road. Drainage on Meigs Road surface flows in existing curb and gutter southeasterly down the street into an existing drop inlet located approximately 445 feet west of the southeasterly corner of 290 Lighthouse Road. Drainage from the inlet is conveyed in a 24-inch reinforced concrete pipe and eventually outlets at the beach on the south side of Meigs Road. Off-site surface drainage (estimated at 7.4 cubic feet per second (cfs)) flows down Lighthouse Road from Cliff Drive and from El Faro. The drainage is reduced and intercepted by two grated inlets connected to a 14-inch flex pipe. This water currently flows across the project site and must be accommodated as part of the project.

The City and State require that onsite capture, retention, and treatment of storm water be incorporated into the design of the project. Pursuant to the City's Storm Water Management Plan (SWMP) and the NPDES General Permit for Storm Water Discharges, the City requires that any increase in stormwater runoff (based on a 25-year storm event) be retained on-site and that projects be designed to capture and treat the calculated amount of runoff from the project site for a 1 inch storm event, over a 24-hour period.

A Preliminary Drainage Study prepared by Flowers & Associates, Inc., dated August 24, 2007 (***Exhibit M***), indicates that the proposed residential subdivision on Adjusted Parcel 1 (including future construction of single family residences on each lot) would result in a net increase of 0.15 cfs for a 25-year storm event (2.649 cfs (proposed) less 2.499 cfs (existing)). The project proposes to retain the increased volume of water (243 cubic feet) on-site in a 35-foot long 3-foot diameter pipe or open basin of equivalent volume plus free board. A Supplemental Drainage Evaluation prepared by Flowers & Associates, Inc., dated February 18, 2008 (***Exhibit O***), indicates the reconfigured parking lot for Washington School would result in a net increase of 0.10 cfs for a 25-year storm event (8.84 cfs (proposed) less 2.74 cfs (existing)). The project proposes to retain the increased flow on-site. Final drainage design for the reconfigured parking lot has not been submitted (part of a separate permit); however, the amount of storage space needed to accommodate the increased volume of water (162 cubic feet) can easily be handled on the site (Adjusted Parcel 2). Off-site water quantity will remain unchanged with the proposed development and will not require retention.

Following project approval, grading and construction drawings and public improvements plans for both the residential subdivision and the school parking lot would be reviewed and subject to approval by City Building and Public Works staff to assure compliance with applicable codes and standards. Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project. Therefore, long-term project impacts related to drainage are considered to be *potentially significant, mitigable* with incorporation of mitigation measures W-1 and W-2, described below.

As described above, the net increase in stormwater runoff from impervious surfaces based on a 25-year storm event is proposed to be retained on-site. Currently, there is no formal retention or treatment of stormwater on-site. The residential use proposed for Adjusted Parcel 1 would not be a substantial source of runoff of pollutants. Runoff of pollutants from parking areas has the potential to degrade water quality. Compliance with standard City requirements would reduce the school parking lot project's *potentially significant, mitigable* long-term water quality impacts to a less than significant level. These requirements include the preparation of an operation and maintenance plan for the use of storm drain surface water pollutant interceptors, stenciling of storm drain warnings of the direct connection of the drainage system to creeks and the ocean, and implementation of water quality protection best management practices (BMPs).

The subdivision proposal on Adjusted Parcel 1 includes retention of the entirety of the increased stormwater runoff in a pipe, located on proposed Lot 5. The City of Santa Barbara recommends more natural, passive treatment approaches (such as bioswales and infiltration basins), especially for the smaller, more frequent storm events that impact water quality in Santa Barbara. These types of passive/natural capture and filtration design options pose fewer maintenance problems than mechanical/underground options, and often times, treat runoff more efficiently. Additionally, concentrating the run-off by directing it all to Lot 5 is not recommended as it is more complicated (in terms of easements and future enforcement and maintenance) and less desirable environmentally. Mitigation measures have been recommended to further improve the design of the subdivision relative to water quality.

Short-Term

Project grading activities create the potential for erosion and sedimentation affecting water quality. Surface water quality impacts are therefore considered *potentially significant, mitigable* through implementation of erosion control measures. Numerous federal, state and local regulatory programs have been established to minimize impacts to water quality resulting from construction operations. Compliance with applicable regulations and the mitigation requirements provided below will reduce the potential for the proposed project to result in short-term construction-related water quality impact to a less than significant level.

12.b) Flooding

The project site is not located in a flood hazard zone or in an area prone to flooding. The flooding potential would not change following project construction, nor would the project substantially alter the course or flow of flood waters. Therefore, project impacts related to flooding are considered *less than significant*.

Water Resources – Required Mitigation

W-1 Drainage and Water Quality – Residential Subdivision. Project plans for grading, drainage, stormwater facilities, and project development shall be subject to review and approval by City Building Division and Public Works Department per City regulations prior to issuance of any building or public works permits. At a minimum,

any increase in stormwater runoff (based on a 25-year storm event) shall be retained on-site, and the project shall be designed to capture and treat the calculated amount of runoff from the project site for a 1 inch storm event, over a 24-hour period. Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project.

W-2 **Drainage and Water Quality – School Parking Lot.** Project plans for grading, drainage, stormwater facilities, and project development shall be subject to review and approval by City Building Division and Public Works Department per City regulations prior to issuance of any building or public works permits. At a minimum, any increase in stormwater runoff (based on a 25-year storm event) shall be retained on-site, and the project shall be designed to capture and treat the calculated amount of runoff from the project site for a 1 inch storm event, over a 24-hour period. Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project.

W-3 **Erosion Control/Water Quality Protection Plan.** Prior to the issuance of a demolition permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

At minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation and/or maintenance of each of the following water resource protection strategies:

- Paving and Grinding
- Sandbag Barriers
- Spill Prevention/Control
- Solid Waste Management
- Storm Drain Inlet Protection
- Stabilize Site Entrances and Exits
- Illicit Connections and Illegal Discharges
- Water Conservation
- Stockpile Management
- Liquid Wastes
- Street Sweeping and Vacuuming
- Concrete Waste Management
- Sanitary/Septic Waste Management
- Vehicle and Equipment Maintenance
- Vehicle and Equipment Cleaning
- Vehicle and Equipment Fueling

W-4 **Minimization of Storm Water Pollutants of Concern.** The School District shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Public Works Engineering. The approved facilities shall be maintained in working order for the life of the project.

W-5 **Storm Drain System Stenciling and Signage.** Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain

inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit report to City annually.

Water Resources – Recommended Mitigation

W-6 **Passive Drainage Techniques – Residential Subdivision.** On each lot of the subdivision, ~~P~~passive/natural water treatment design techniques such as bioswales, infiltration basins, etc, shall be incorporated into open space areas, groundcover, and courtyards to treat the small, frequent storm events that impact water quality in Santa Barbara (a 1 inch storm event, over a 24-hour period). These types of passive/natural capture and filtration design options shall be implemented as opposed to mechanical/underground options, which pose maintenance problems and often times, do not treat runoff as efficiently. These measures shall be incorporated into the drainage plan and shall be subject to review and approval by City Building Division and Public Works Department per City regulations prior to issuance of any building or public works permits.

W-7 **Drainage Design – Residential Subdivision.** The subdivision drainage plan shall be revised so that each lot in the residential subdivision shall, at a minimum, handle its own drainage on-site so as to avoid concentrating flows and minimize future maintenance issues. The drainage plan shall be based on a 25-year storm event and shall be subject to review and approval by City Building Division and Public Works Department per City regulations prior to issuance of any building or public works permits.

Water Resources – Residual Impact

Implementation of mitigation measures W-1 through W-5 would reduce potentially significant long- and short-term water resources impacts of the project to less than significant levels. Implementation of mitigation measures W-6 and W-7 would further reduce less than significant impacts related to water quality.

MANDATORY FINDINGS OF SIGNIFICANCE.		*YES*	*NO*
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that with identified mitigation measures agreed-to by the applicant, potentially significant impacts would be avoided or reduced to less than significant levels. A Mitigated Negative Declaration will be prepared.

Allison DeBusk — 12/12/08
Initial Study Preparer — Date

Melissa Hetrick — 12/12/08
Environmental Analyst — Date

EXHIBITS:

- **A. Project Plans**
- **B. Mitigation Monitoring and Reporting Program (updated November 12, 2008)**
- **C. General Plan Land Use Designations (Existing and Proposed)**
- **D. Zoning Designations (Existing and Proposed)**
- **E. SFDB Minutes, December 10, 2007**
- **F. Biological Resources Evaluation letters prepared by Rachel Tierney Consulting, dated June 3, 2005, September 13, 2004, and July 25, 2001**
- **G. Tree Assessment and Protection Plan, prepared by Bill Spiewak, dated August 21, 2007**
- **H. Addendum to Tree Assessment and Protection Plan of August 21, 2007, prepared by Bill Spiewak, dated December 6, 2007**
- **I. Water and Sewer Calculations**
- **J. Sight Distance Analysis and Access Evaluation, prepared by Associated Transportation Engineers, dated December 19, 2007**
- **K. Parking Study for the Washington Elementary School, prepared by Associated Transportation Engineers, dated April 14, 2008**
- **L. Drainage Evaluation for 210 Meigs Road, prepared by Flowers & Associates, Inc., dated March 25, 2004**
- **M. Preliminary Drainage Study, prepared by Flowers & Associates, Inc., dated August 24, 2007**
- **N. Drainage Evaluation for 210 Meigs Road, Additional Information, prepared by Flowers & Associates, Inc., dated November 12, 2007**
- **O. Supplemental Drainage Evaluation for 210 Meigs Road, prepared by Flowers & Associates, Inc., dated February 18, 2008**
- **P. URBEMIS 2007 Version 9.2.4 Results**
- **Q. Response to Comments document, including all comment letters received on the Draft Mitigated Negative Declaration**

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request:

Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents (Association of Environmental Professionals, June 29, 2007)

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

General Plan Update 2030: Conditions, Trends and Issues Report

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Local Coastal Plan

Master Environmental Assessment

2004 Housing Element

Santa Barbara County Draft Updated Solid Waste Thresholds

Santa Barbara Municipal Code & City Charter

Uniform Building Code as adopted by City

URBEMIS 2007 Version 9.2.4

Zoning Ordinance & Zoning Map